July 7, 1925. 1,544,753

J. C. HIGGINS

TRAVELING TRUNK

Filed Nov. 7, 1924

Fig. 1.

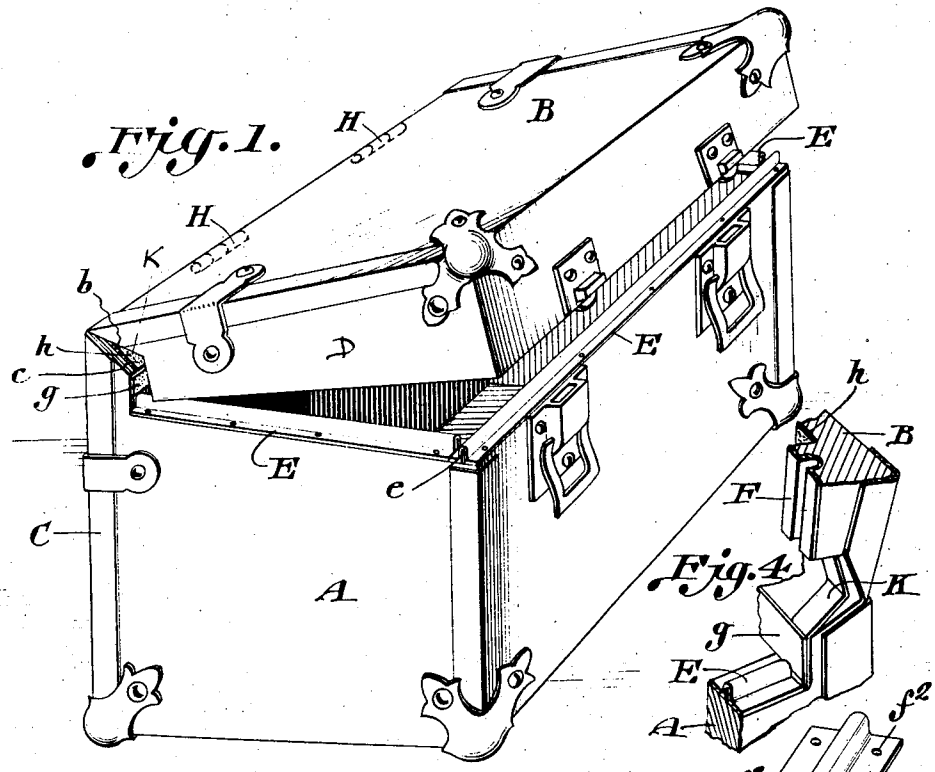


Fig. 4.

Fig. 2.

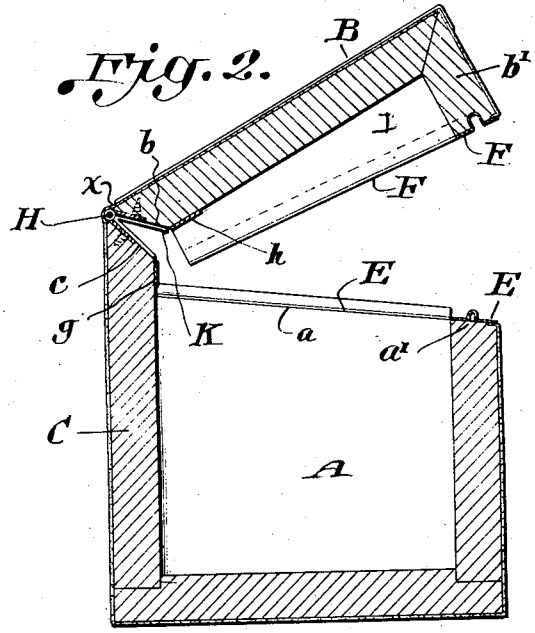


Fig. 3.

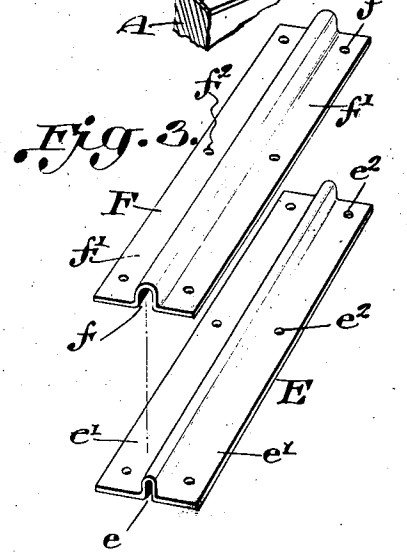
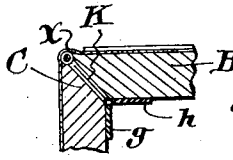


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOSEPH C. HIGGINS, OF LINCOLN, NEBRASKA.

TRAVELING TRUNK.

Application filed November 7, 1924. Serial No. 748,385.

To all whom it may concern:

Be it known that I, JOSEPH C. HIGGINS, a citizen of the United States, residing in Lincoln, in the county of Lancaster and State of Nebraska, have invented certain new and useful Improvements in Traveling Trunks, of which the following is a specification.

This invention relates to traveling trunks of the kind known as "automobile trunks," i. e., those which can be carried in or on an automobile.

The particular purpose of my invention is to so construct and equip a trunk of this kind that dust may be effectively excluded from the interior of the trunk. According to my invention the body of the trunk is made in any suitable way and a top or cover is hinged to the body, but between the upper edges of the body and the associated edges of the top or cover, I interpose in a novel way interlocking strips of metal which experience has demonstrated render the trunk weatherproof, dust, rain, and other foreign matter being entirely excluded.

In the accompanying drawings:

Figure 1 is a perspective view of an automobile trunk embodying my improvements.

Figure 2 is a vertical section thereof.

Figure 3 illustrates the interlocking strips applied to the trunk body and cover to provide the weatherproof joint.

Figure 4 is a detail view in perspective of one corner of the rear portion of the trunk showing certain details of construction.

Figure 5 is a detail sectional view illustrating other details.

The body A of the trunk may be of usual or any suitable construction and may be reinforced and strengthened by the usual devices shown. The trunk may be provided with catches and locks of the usual kind. The cover B may be likewise reinforced and strengthened by the usual devices indicated.

The upper edge *a* of the trunk body on opposite sides is inclined downwardly from the rear part of the body to the front and the upper edge of the front piece at *a'* is also inclined from its rear end forwardly and downwardly.

The back piece C of the body extends a short distance above the sides of the body and the upper edge *a* of the back piece is inclined forwardly and downwardly at an angle of about 45°.

The top or cover B has a rear edge *b* inclined to correspond to and register with the edge *c* of the body when the cover is closed. The front piece *b'* of the cover is also slightly inclined to match the edge *a'* of the front piece of the body and the sides D of the top or cover are inclined as shown from their rear ends forwardly and downwardly, the arrangement being such that when the top or cover is closed, the edges of the top and the edges of the body will coincide.

In order to exclude dust and other foreign matter, i. e., to make the trunk weatherproof, I employ interlocking strips of metal applied to the trunk body and the cover. The strips E which are applied to the body of the trunk each comprises a centrally arranged rib *e* and side flanges *e'*. The flanges are formed with nail holes e^2 to receive nails which secure the strips to the body in the manner shown in Figures 1 and 2. As illustrated there is a strip E applied to the upper edge of the front of the trunk body and strips E applied to the upper edges of the two sides of the body. The strips E are adapted to engage similar strips F secured to the front and side edges of the cover. Each strip F comprises a central hollow rib *f* and side flanges *f'* formed with nail holes f^2 to receive nails which fasten the strip to the cover. The groove formed in the rib *f* is of such size as to receive the rib *e* of the strip E and to make a close fit.

At the rear of the trunk a strip *g* of leather or other suitable material is secured to the inner wall of the back piece C just below the inclined edge *c* of the back and this strip extends from one side of the trunk to the other. A similar strip *h* is secured to the inside of the cover just below the inclined or beveled part *b* thereof. When the cover is closed, these strips *g* and *h* come together in the manner indicated in Figure 5 and make a tight joint.

As an additional protection, a strip K of leather or other suitable material, is applied to the cover and the body at the opposite ends of the trunk between the cover and the body to prevent dust and other foreign matter from entering at the ends of the joints. The strips K are adapted to be folded be-

tween the inclined edges *b* and *c* of the cover and body, and when the cover is moved to its open position these strips K serve to limit the opening movement of said cover. The trunk is furthermore provided with a flexible covering *x* which extends over the hinges *h* and serves to exclude dust from the hinged joint. It will be observed that the strips E are applied to the upper edges of the front and sides of the trunk body without deforming in any way these edges, while the strips F are applied by first cutting grooves in the edges of the cover, inserting the hollow ribs *f*, and nailing the strips in place. The arrangement is such that when the cover is closed the ribs *e* of the strips E interlock with the grooves *f* and the strips F and a weatherproof joint is produced. The leather strips *g*, *h* and K are so arranged as to provide additional protections where needed at the back of the trunk where the hinges H are located.

I claim as my invention:

1. In a dust-proof automobile trunk, the combination with a body including front and rear walls and end walls, the rear wall projecting above the end walls and having its upper edge inclined downwardly towards the front wall, of a cover hinged to the body at the rear upper corner of the rear wall and provided with side walls and a front wall, the rear edge of the cover being inclined to fit the upper inclined edge of the rear wall of the body, the side walls of the cover being shaped to abut the upper projecting portion of the rear wall of the body, and cooperating dust excluding means between the end and front walls of the body and cover.

2. In a dust-proof automobile trunk, the combination with a body including front and rear walls and end walls, the rear wall projecting above the end walls and having its upper edge inclined downwardly towards the front wall, of a cover hinged to the body at the rear upper corner of the rear wall and provided with side walls and a front wall, the rear edge of the trunk being inclined to fit the upper inclined edge of the rear wall of the body, the side walls of the cover being shaped to abut the upper projecting portion of the rear wall of the body, cooperating dust excluding means between the end and front walls of the body and cover, and a flexible dust-proof covering secured to the body and cover and extending over said hinges.

3. In a dust-proof automobile trunk, the combination with a body including front and rear walls and end walls, the rear wall projecting above the end walls and having its upper edge inclined downwardly towards the front wall, of a cover hinged to the body at the rear upper corner of the rear wall and provided with side walls and a front wall, the rear edge of the trunk being inclined to fit the upper inclined edge of the rear wall of the body, the side walls of the cover being shaped to abut the upper projecting portion of the rear wall of the body, interlocking dust excluding strips respectively secured to the upper edge of the front wall of the body and to the lower edge of the front wall of the cover, said strip being co-extensive with said walls, and interlocking dust excluding strips respectively secured to the upper edges of side walls of the body and to the lower edges of the side walls of the cover, said last mentioned strips extending rearwardly from the first mentioned strips to the upper projecting portion of the rear wall of the body.

4. In a dust-proof automobile trunk, the combination with a body including front and rear walls and end walls, the rear wall projecting above the end walls and having its upper edge inclined downwardly towards the front wall, of a cover hinged to the body at the rear upper corner of the rear wall and provided with side walls and a front wall, the rear edge of the cover being inclined to fit the upper inclined edge of the rear wall of the body, the side walls of the cover being shaped to abut the upper projecting portion of the rear wall of the body, cooperating dust excluding means between the end and front walls of the body and cover, and flexible strips connecting the cover and rear wall of the body for limiting the opening movement of the cover, said flexible strips being foldable between the inclined edges of the cover and body for excluding dust when the cover is in its closed position.

In testimony whereof, I have hereunto subscribed my name.

JOSEPH C. HIGGINS.